



Notes from Special Citizen Advisory Committee (CAC) Meeting Hwy 99W Corridor Improvement & Management Plan

Date of Meeting: January 24, 2007
Name of Committee: CITIZEN ADVISORY COMMISSION
Notes taken by: Ron Bunch, Long Range Planning Manager
Called to order by: Ron Bunch, Long Range Planning Manager
Location: City of Tigard, Town Hall Conference Room
Time Started: 6:30 PM
Time Ended: 9:00 PM

Members Present: Roger Potthoff; Cherree Weeks; William Moss; Sue Carver; Jesse Black, Tom Fergusson; Dan Barnes, King City; Steve Boughton

Members Absent: Rex Caffall, Tom Fergusson, Tim McGilvrey, Paul Owen

Others Present: Ross Kevlin, Oregon Department of Transportation (ODOT)

Staff Present: Ron Bunch, Long Range Planning Manager, Gus Duenas, City Engineer

Convene Meeting - Greetings and Introductions

Ron Bunch convened the meeting at 6:30pm. He and staff introduced themselves as did the CAC members present. Mr. Bunch said the purpose of the meeting was to determine how to format and structure the CAC future meetings. Also, important to was to discuss project organization and timeframes. He noted that the CAC is essential for the success of the project and it is important that the group being meaningfully involved.

Highway 99W Project Background and Discussion

ODOT and City staff discussed the major project goals and background of the Hwy 99W Corridor Project. Mr. Bunch noted that these are discussed in detail in the project's Scope of Work.

ODOT staff then discussed the project methodology and how solutions would be developed for problems/issues that were identified within the project boundaries. It was noted that the City had signed a contract with ODOT (the scope of work) to accomplish specific project objectives within a specific time frame. Also the scope /contract referenced a methodology to be followed. In other words the City and consultant was obligated to follow the methodology.

Mr. Bunch reviewed the fact that Hwy 99W was an important regional arterial that affected many communities and agencies. He indicated that because of this the project includes a "Technical Advisory Committee" composed of representatives from other jurisdictions agencies and jurisdictions.

He said that an important goal of the project (in the Scope of Work) was that the technical and policy coordination is very important to ensure that proposals for Highway 99 W in Tigard did not negatively affect other users of the facility and other jurisdictions.

Mr. Bunch said again that the project objectives and methodologies were established by the contract. He then reviewed the contribution that ODOT through allocation of federal funds was making to the project along with the Cities contribution. Total project cost is approximately \$200,000.00.

Staff then reviewed the timeframe and indicated that the contract called for the project to be completed in August, 2007. ODOT staff and project manager, Ross Kevlin said the project was primarily oriented toward transportation, but also included a land use component. He said that land use and transportation are closely linked. Both are dependant on one another. The project will identify major themes associated with improving land use along the corridor to ensure there is a balanced transportation land use relationship. He used as an example the need to ensure that land uses did not overburden the facility for traffic but on the other hand that the highway should also provided adequate access and mobility to businesses and residential areas.

Mr. Kevlin said that it is important to structure the project to balance interests of stakeholders, identify opportunities and constraints, trade-offs, and achieve the optimal solutions. He used as an example the seven lane facility identified in the Regional Transportation Plan that was proposed between Greenburg Road in Tigard and I-5/Hwy 217. He said that this project will assess the viability of such a proposal and its impacts on the rest of the system. He noted that a facility such as this would have significant impacts on adjacent property owners and funnel a seven lane facility onto a five lane facility. He said that preliminary findings indicated such an action would cause negative downstream impacts on traffic congestion. He said that this is an example of a pro/con analysis that would identify trade-offs and propose a course of action.

Mr. Kevlin talked about competing interests and the needs to ensure the safety and accessibility of different types of transportation modes on the facility. It was noted that Hwy 99W will continue to have increasing demands and that congestion will grow worse in spite of things that have been done in the past such as intersection improvements and signal timing.

In response to a question, Mr. Duenas explained that Hwy 99W has actually had a decrease in traffic over the last few years because of the development of Roy Rogers Road, south of the City. He said that Roy Rogers Road had diverted a significant amount of traffic that would otherwise be using the facility. He said, however, that the City and the state must really work hard to even stay in the same place in terms of level of service because of increasing population and job growth in the metro area.

The CAC had a discussion about the fact that no additional capacity had been developed on the roadway to handle increasing traffic, other than signal timing and some intersection improvements. Staff replied that the region had made policy decisions that it was not going to pursue a capital intensive effort to accommodate new capacity. The reason is that funds to do so are very short and that because of latent demand the capacity would be used up fairly quickly. The region, instead, was trying to invest its transportation funds strategically to foster transportation and land use solutions that made the best use of the existing transportation system while attempting to cut travel demand.

Mr. Duenas gave an example of how the Roy Rogers Road decreased travel demand on Hwy 99W. He indicated that six to seven years ago, average daily trips were 55,000 trips per day. Today it is between 45,000 -- 50,000 average daily trips and without the Roy Rogers Road project it would likely be much higher than what it was six to seven years ago.

Staff emphasized that Hwy 99W is identified as a high capacity transportation corridor on Metro's 2040 Land Use Concept. It is not quite certain what kind of facility will be in place to provide transit. The potential is for light rail or for a rapid bus service.

Mr. Kevlin emphasized that auto, transit, bike, and pedestrian travel modes were all being considered as part of the study. He said the objective was to ensure safe, convenient travel on the facility, balanced interests and pursue optimal solution based upon a sound analysis of alternatives and trade-offs.

Mr. Bunch said the main reason for this meeting was to establish meeting protocol and rules. He indicated that the primary way of making decisions was to be by consensus. He referred to the January 8th, 2007 memorandum that was sent previously to the CAC. He talked about the projects scope of work, the CAC's meeting dates and the general responsibilities of the CAC contained in the memorandum. He noted that decisions are best made by consensus in this type of project. The reasons are that the CAC is working on a project on which there are no absolutes or black and whites where a vote would be necessary. In projects like this there are

good points in all views and that it is important that no particular view override another to the extent that the minority's position not considered valid. Furthermore, the CAC can if it wishes, transmit a majority /minority reports to the technical team or to the City Council.

Mr. Bunch went on to explain the need for the project to meet specific milestones and the fact that the budget is firm and allows a consulting team to attend a specific number of CAC meetings. He noted the importance of timely and effective citizen involvement process. However, Mr. Bunch said that staff, by itself, is open to hearing from CAC members outside the scheduled meetings and noted that the CAC can communicate with staff at any time it wishes to pass on information, raise issues, or offer general comments.

Mr. Potthoff said that defining the meeting protocol and rules is the real reason for the meeting. He said that the validity of the whole project depended on whether the CAC was able to review, properly comment, and make suggestions on the work done by the consulting team and on issues, in general, affecting the highway. Mr. Kevlin noted there was a specific time for the CAC to make firm recommendations. He said that following the development of alternatives was the time to do this.

Mr. Kevlin also noted that the proper time to make specific recommendations was following the technical work associated with inventory of existing conditions which has been done and development of alternatives and evaluation of trade-offs. Members of the CAC said that they would like to have some comment regarding the development of various alternatives. Mr. Potthoff said that it is important for the CAC to respond to Council's direction together and provide public input on this matter. He said that it is his understanding that Council wants citizen input on Hwy 99W and he wants to be able to provide that. There was a discussion about whether votes should be taken regarding one measure or another. Mr. Potthoff said that it is important to the credibility of the CAC and the project to exhibit a degree of deliberation and a position on certain issues. There was discussion that such deliberation does not mean to take issue with the technical aspects of the consultants work, or existing conditions on the highway, but it is what is expected of citizens when they do work for the City Council. Therefore, the group voted unanimously that it should be asked to vote on whether or not the majority agreed upon a certain course of action or a position. Staff indicated that it would provide a majority and minority opinion in the minutes of the proceeding. Staff noted that it was important to ensure a clear and transparent process. The group discussed the need to not engage in premature decision making, but wait until the technical work was done. However, it was noted that the group has the right to express its opinions during the process and have adequate time to discuss issues. The group asked if it could have the meetings recorded in order to have a clear and complete record of its proceedings. Staff indicated that it would begin to bring a recording device and do so. There was a discussion about examination of trade-offs and the methodology used in the project. The group agreed that it was not its place to take issue with methodology, but would like to present its opinions, on occasion, about how the project was being conducted. Mr. Bunch then explained the role of the Technical

Advisory Committee and indicated that its meetings were open for the public to attend, if it wished, and to observe. Mr. Kevlin noted the Technical Advisory Committee dealt with technical issues only. The group asked for a schedule of events which related to its role, the Technical Advisory Committee Meetings, Open Houses, and so forth. Mr. Duenas passed out a summary schedule of the project objectives and explained that this is a very condensed version of what the project hopes to accomplish. However, it is at this point in time not possible to have specific dates of when the Technical Advisory Committee and the Citizen Advisory Committee are going to meet because there are so many variables involved in developing the various alternatives, examining trade-offs and proposing optimal solutions. Therefore, staff indicated it would provide advance notice to the CAC of Technical Advisory Committee meetings and other events. The CAC said it would appreciate getting work in advance. Mr. Kevlin said that the project is proposed to result in three different alternatives to improve the operation and character of the highway. Mr. Kevlin went on to discuss short-mid- and long-range solutions that were described as low-hanging, middle-hanging and high-hanging fruit. Mr. Duenas explained that it will be possible to roll these projects into the City's Community Investment Plan and work with ODOT and its other partners to fund them. Obviously, it will be easier to try to obtain the short range, less difficult projects and make arrangements and set up project processes to accomplish the more difficult ones. The CAC discussed its viewpoints of various issues. The discussion focused on the need to make land use and transportation decisions that are related to one another. It was noted that this is important to get at a point in 20 years to achieve a higher quality of life for Tigard. Land use was noted as a very important part of the overall solution. It was also noted that the cost of certain alternatives will be very high into the three to four hundred million dollars. There was a general discussion of how the project will get paid for. Staff was asked if it has any ideas about this. Mr. Duenas responded that the project will recommend funding sources but the easier to fund project will likely be the ones that happen first. Also, Hwy 99W will have to be considered in context of the whole Regional Transportation Plan and whether it fits into the Region's objectives. It was noted that this is one of the purposes of the study – to coordinate it with the Regional Transportation and Land Use Planning effort. The CAC discussed the importance of the pedestrian and transit link. There was discussion that there are many places on the highway where it is difficult for pedestrians to access the transit stops. Particularly noted was in the vicinity of King City and Beef Bend Road, McDonald and Gaarde. Mr. Duenas said that these locations are noted in the report and solutions will be proposed. Mr. Potthoff asked for a list of business and property owners so that he may contact these people and represent their interests. Staff said that they would respond. Staff went on to comment that the project is on a timetable and that the business will be done before the CAC with a quorum or without. It was noted that there are two different characters on the highway land uses to the north of Hall are more urban in character, while those further south have more of a suburban feel to them. It was noted that lands further south and southwest and southeast do not receive adequate transit service. The CAC wished the project to take into consideration these different kinds of land use and transportation characteristics.